

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Dinner.

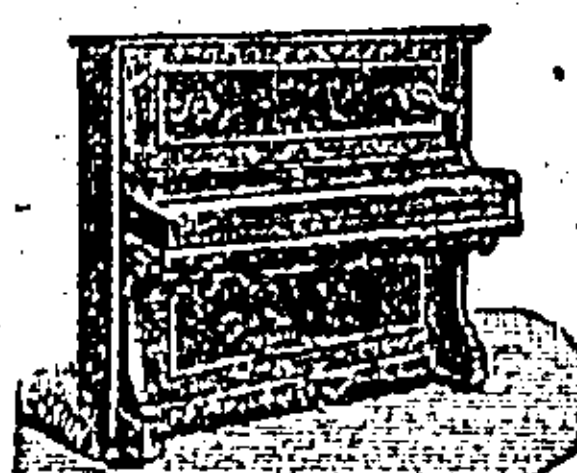
CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whisky is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM & Co.
NOW offering, Special Sample Consignment
of the Celebrated
K BOOT,
ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

KELLY & WALSH, LD.
NEW BOOKS.

ALL THE WORLD'S FIGHTING SHIPS,
by F. T. Jancz, \$9.50
THE FIGHTS WITH FRANCE FOR NORTH
AMERICA, by A. C. Bradley, 9.00
BRASSEY'S NAVAL ANNUAL, 1901, 10.00
BEAUTY'S AIDS: OR HOW TO BE BEAU-
TIFUL, 2.25
ROYALTIES OF THE WORLD, 6.75
BOXING, by Capt. W. E. Johnstone, 1.75
WORK, by E. Zola, 2.25
THE LAST OF THE GREAT SCOTTS:
THE LIFE STORY OF "BUFFALO"
BILL, by H. C. Wetmore, 2.50

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking-Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE OF SALE OF SALE OF

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.R. G. HECKFORD,
Manager.OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-
MORROW (SATURDAY), the 31st
instant, but the Range will be open for Practice.ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 30th August, 1901. [45]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship

Captain R. T. Cook, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
DOMBAY, on SATURDAY, the 14th September,
at Noon, taking Passengers and Cargo for the
above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 29th August, 1901. [7c]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"C. PTIC."The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.GEORGE ECKLEY,
Acting Agent.
Hongkong, 30th August, 1901. [3]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902

MACMILLAN'S ATLAS OF CHINA, JAPAN,
&c., &c., \$1.00
A HISTORY OF CHINESE LITERATURE,
by H. A. Giles, 3.50

JUST RECEIVED.

SLAZENGERS FAMOUS E.G.M.

TENNIS RACQUETS.

SANDOW'S DEVELOPERS.

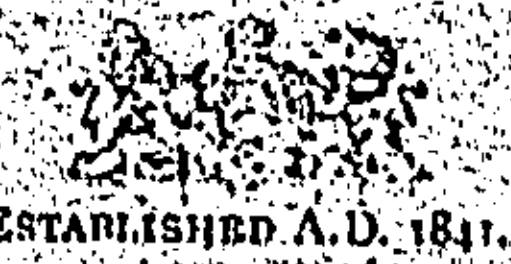
Price \$8.00.

SOLE AGENTS FOR THE

VOST TYPEWRITER.

Price for No. 4 or Ordinary
Size Machine, \$225.

Intimation.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - \$15.00

The following Blends are also recom-
mended, and are unsurpassed
in quality:-

A.-THORNE'S BLEND \$10.80

B.-GLENORCHY - MELLOW

BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.-ABELLOUR-GLENLIVET... 12.00

D.-H.K.D., BLEND of the

Finest Old Malt Scotch

WHISKIES... 14.40

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 30, 1901.

NOTES AND COMMENTS.

The Alleged Discontent in the
Police Force.It is not often that one sees so straight
forward and direct an answer given to a
question put at a Council meeting as that
given yesterday by the Honourable F. H.
MAY to the Honourable T. H. WHITEHEAD
with regard to Police grievances. Mr. MAY
says that his attention has not been (officially
of course) drawn to the paragraphs and
leaderettes in the local Press enumerated by
Mr. WHITEHEAD, and that he has only had
nine complaints in all referred to him. He
also says that he refuses to recognise, or
discuss any complaints which are not made
to him through the proper official channels.In this Mr. MAY is perfectly right. The
malcontents amongst the Police Force who
have got their grievance ventilated in the
local papers may perhaps feel aggrieved, but
in reality they have nothing to complain of
in Mr. MAY's answers. All that they have to
do now is to formulate their complaints and
present them, and, if the discontent is as
widespread as we are told it is, there
should be no difficulty in the men coming
to an agreement amongst themselves as to
what to redress they are to ask for. It
now remains to be seen what action the
men will take. They have a public
statement from their Captain Superin-
tendent pointing out in what manner any
grievances are to be brought before him and
it now rests with themselves to see that
those grievances are brought forward. If the
men really have cause for complaint, we
think that we are safe in saying that Mr.
MAY can be trusted to listen patiently to
them, and go thoroughly into the matter.
But if they cannot agree amongst themselves
as to what complaints are to be brought
forward, then we think that Mr. MAY will be
quite justified in ignoring the whole matter.
The case now rests with the men themselves.

Prince Chun.

We rather fancy that the German press
may be right in being somewhat sceptical as
to Prince Chun's indisposition. From what
we have seen and heard of the Prince, we
rather think that he would be averse to
the great display which the German Emperor
seems desirous of making on the occasion
of his visit. Here, it must not be forgotten
the Prince did not want any fuss to be made,
because he thought that his mission was not
one of rejoicing, and no doubt he is actuated
by a similar desire now, and wishes to avoid
publicity as much as possible. We do not
suppose that his apology for the murder of
Baron von KETTERER would be any less
sincere if he were allowed to proceed quietly
to Berlin without undue pomp, and we must
say that if the German papers are right we
think that it redounds to the credit of the
Prince. It is a very unpleasant thing to
have to apologise at any time, and still more
so if the person to whom the apology is to
be made insists upon your making as big a
display in so doing as possible.

The Boer Murderers.

It is pleasant to see that the Boers who
murder British wounded are to be dealt
with in a fitting manner. The shooting of
a few of these brutes will teach a wholesome
lesson to the rest and will, we imagine, be
approved by civilized nations. We hope
also that the matter will be carried still
further and that the shooting of native
followers will be regarded as murder. The
native, if he is in our employ, is entitled to
just as much consideration as Tommy, and
it will be just as well to show the Boers that
we think so. And it is for these inhuman
brutes that we are making refugee camps.
What would they say, we wonder, if we
turned the whole of their women and
children adrift to shift for themselves? We
should be justified in so doing, but, thank
God, we still have a little sporting and
gentlemanly instinct left and do not copy
the outrages of the Boers. Yet Mr. KROGER,
the arch humbug, tells us that Boer
methods are not barbarous. What a very
warped conscience the old reprobate must
possess!

The Honolulu Scandal.

The ill-treatment of Japanese lady pas-
sengers at Honolulu, to which our Yokohama
Correspondent refers, does not reflect any
credit upon the health officers at that port.
We cannot understand why Japanese, Chi-
nese, or any other Asiatics should not be
treated with just as much consideration as
Europeans, nor do we see why any special
treatment should be prescribed for cabin as-
sistants distinguished from steerage passengers. Of
course one could not grumble at a little less
perfect accommodation being provided for
steerage passengers. The mere fact of their
being steerage passengers would make this
just and right. It is not to this that we
object. What we do say is that any
woman, whatever her nationality, is entitled
to a certain amount of consideration on
account of her sex and must, at all costs, be
protected from insult. We trust that the
whole matter will be well thrashed out by the
Japanese Authorities, and that if any insults
have been imposed upon the Japanese
women passengers, be they steerage or cabin,
full reparation will be demanded. We use
the word women and not ladies, because the
terms are synonymous. As KIRKING truly
says, "The Colonel's lady and JUDY
O'GRADY are sisters, under their skins," and
any woman must be protected from the least
suspicion of insult in any country where the
people profess to be and call themselves
civilized.

REUTER'S TELEGRAMS.

THE FRANCO-TURKISH
DIFFICULTY.

LONDON, August 27th.

France has requested the Ottoman Am-
bassador at Paris, now on leave, not to return.

PRINCE CHUN'S INDISPOSITION.

The German press is sceptical of Prince
Chun's indisposition, and believes it to be
due to objections to the arrangements made
for his reception at Berlin.

LATER.

MR. BRODRICK, AND THE SHOOT-
ING OF BRITISH WOUNDED
IN SOUTH AFRICA.Mr. Brodrick replying to Lord Kitchener
regarding the shooting of British wounded in
South Africa, says he should proclaim that
all captured Boers convicted of being pre-
sent at such outrages should be held guilty,
the leader of the Commando should be sen-
tenced to death, and the others punished by
death or otherwise, according to their degree
of complicity in the affair.

WEATHER REPORT.

The Observatory report says:-
On the 30th at 11.55 a.m. barometric changes
are slight. Pressure remains high over N.E.
China, and relatively low in the neighbourhood
of Formosa. Gradients slight for N.E. winds
on the China coast, and for S.W. winds over the
middle part of the China Sea. Forecast:-
Moderate N.E. winds; fair.

LOCAL AND GENERAL.

INWARD parcels by s.s. *Chuan* are now ready
for delivery.Mr. Alec. Marsh returned to Hongkong from
Shanghai by the *Maritima* this morning.YESTERDAY afternoon, says the *China Gazette*,
of the 26th inst., a naval funeral, largely
attended by the officers and men of the various
warships in port, took place, the deceased being
Assistant Paymaster Brown of H.B.M.'s cruiser
Talbot, who died the previous day after a very
brief illness. His death was accelerated by a
piece of foolishness in playing in the cricket
match on Wednesday in the strong sun with
only a cricket cap on his head. He was a very
popular and capable young officer, and numerous
friends on board and ashore deeply regret his
untimely demise.The Band of the Madras Light Infantry will
play at the Hongkong Hotel to-morrow (Sat-
urday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

8 p.m. - Overture
8.15 - Selection
8.30 - Song
8.45 - Selection
9.00 - Song
9.15 - Selection
9.30 - Song
9.45 - Selection
10.00 - Song
10.15 - Selection
10.30 - Song
10.45 - Selection
11.00 - Song
11.15 - Selection
11.30 - Song
11.45 - Selection
12.00 - Song

This will be the last performance of the
Band of the 3rd Madras Light Infantry in the
Hongkong Hotel, owing to their departure to
India early next month.THERE have been numerous complaints of
the state of the roads since the rains. The
ruts are quite sufficient to jerk one out of a
rickshaw, but we should hardly have believed
there was one part so bad as nearly burying
one and only getting one's collar. Such however is
the case. Our authorities dig some little time
ago, a lovely drain to fill up nullah crossing
Queen's Road. They filled it in with mud
interspersed with holes. They instructed the
Chinese workmen now to do it and, of course,
they did as they liked. Bye and bye the steam
roller comes along, in its well known jaunty
style, and not satisfied with rolling the ground
flat, it goes on the pavement, and there it
is now.We are sorry to hear the 3rd Madras Light
Infantry are leaving early next month. Col.
Faversham D.S.O. and his brother officers will
be missed but to the good. The Madras Light
Infantry have passed away an hour or so, listening
to the cultivated rendering of some of our best
music, and the thanks and good wishes of the
entire community will follow them.

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative
Council was held yesterday afternoon, at 3 p.m.
There were present:- His Excellency the Gov-
ernor Sir Henry Blake, G.C.M.G., Hon. Col.
L. F. Brown, R.E. (Commanding the troops),
Hon. J. H. Stewart-Lockhart, C.M.G. (Colonial
Secretary), Hon. H. E. Pollock, K.C. (Acting
Attorney General), Hon. Commander R. M.
Rumsey, R.N. (Harbour Master), Hon. C. M. G.
Messer (Acting Colonial Treasurer), Hon. W.
Chatham (Acting Director of Public Works),
Hon. F. H. May, C.M.G. (Captain Superin-
tendent of Police), Hon. C. P. Chatter, C.M.G.,
Hon. T. H. Whitehead, Hon. J. Thurbon,
Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai,
Hon. Wei A. Yik, Mr. C. Clementi (Acting
Clerk of Councils).His Excellency remarked, before the be-
ginning of the business, that some comments
had reached his ears as to the seating of mem-
bers of the Council but, as the members seemed
fairly satisfied, matters would remain as they
are.The Colonial Secretary laid on the table a
Blue Book dealing with the New Territory.
During the second year of British Administration
also Financial minutes Nos. 43 to 56.
They were referred to the Finance Committee.

The following papers were laid on the table.

Report of the Finance Committee held on
the 29th instant.Report of a Public Works Committee, in
connection with a refuse destructor.Report of the standing Law Committee
relating to Stamps and Stamp Duty.Report of the same Committee relating to
the authorization for the construction of a
Tramway in Hongkong.The additional Byelaws of the Sanitary
Board laid on the table by the Hon. W. Chatham
provoked some discussion. In introducing
the subject the Hon. gentleman said, "The
object of the Byelaws was to enable the Sanitary
Board to take what course they thought
proper for the disinfection of premises at times
when the plague was not epidemic. Not to
wait till the bad season was on them before
doing what they thought necessary."The Colonial Secretary wished to know
before these Byelaws were passed, where the
money was to come from to meet the increased
expenditure.Hon. C. P. Chatham. The expense would be
met from the fund the Sanitary Board were
already drawing upon.His Excellency pointed out the necessity
for providing for damages incurred in the
process of disinfecting. He cited the case of
a few days ago where, from no fault of the
Sanitary Board officials, the wrong house was
disinfected, with the result that the Govern-
ment paid a claim of \$50.Mr. Pollock seemed to miss the point of
the discussion, as to where the money was coming
from, but spoke as to the legality of the claims.His Excellency stuck to his line of argument
viz. that damage done in the exercise of precau-
tionary measures that were undertaken for the
good of the Colony, should be paid for by the
Government.Mr. Pollock replied that any 'damage' done in
accordance with law would not be recoverable.It was interesting at this stage to note the
difference between His Excellency's humani-
tarian point of view and the strictly legal reason-
ing of the Acting Attorney General.Mr. Ho Kai spoke strongly in favour of com-
pensation for damage. It was the intention of
the Sanitary Board to disinfect whole districts
and necessarily must cause loss to the inhabi-
tants. The work was to be done for the good
of the whole community and one's house, that
had never had a case of plague in it, must suf-
fer with the rest. He thought it better to ad-
just the subject to the next meeting.Mr. Whitehead seconded this view. If
disinfection could not be carried out without
damage being done, then that damage should be
paid for.Mr. May spoke well and pointed out clearly
the crux of the whole position. The Sanitary
Board had power now to disinfect houses
whether there had been a plague case reported
or not; what was asked for was the power to
enable the Board to disinfect when plague was
not epidemic. They did not want to wait till
the dread disease was fairly on them, but in the
off season to thoroughly cleanse the bad
districts thereby hoping to lessen or stop the
next visitation.The matter was decided to be left over until
next meeting, also the Sanitary Byelaws.The Hon. T. H. Whitehead gave notice that
at next meeting of Council he would ask:- Will
the Honourable the Colonial Secretary inform
the Council of the approximate number of
fishermen employed in taking coral and shell
from the sea adjoining the New Territory, and
the names of the places where and about the
extent of ground over which such fishing is
carried on?QUESTIONS.—1. CLAIMS TO LAND IN THE
NEW TERRITORY.Mr. Whitehead—Will the Honourable the
Colonial Secretary lay upon the Council table a
return showing (1) the number of claims to
Land in the New Territory sent in up to
30th June, 1901; and (2) the number of claims
which had been finally disposed of by the
Land Court up to that date? Also will the
Honourable Member inform the Council what
progress has been made with the Survey of the
New Territory?Colonial Secretary.—In reply to the question
of the hon. member, I beg to lay on the table
a report on the progress made with the survey in
the New Territory.

The report was as follows:-

Number of claims received and settled by the
Land Court from 1st June, 1900, to 16th July,
1901:- Total claims received, 37,922; finally
settled, 23,457.During season 1899-1900 an area of 35,257.77
acres containing 226,588 fields was surveyed
on the 16 inch scale. This area includes:-All the cultivation lying to the south of the
Kowloon Hills; the whole of the New Un-
derground Districts; San Tin, Sheung Shui, Han
Yick, Fan Ling and Lung Yick (all of District
Sheung U) and the District of Luk Yick.During season 1900-1901, a total area of 9,204
acres, containing 139,857 fields, was surveyed,
50 acres being on the 16 inch scale, and the
remainder 8,474 acres on the 32 inch scale.This area includes the following sub-districts
of the Sheung U District, namely:- Hap Wo,
Lam Tsun, Tsan Hang and Shun Wan; and
the following sub-districts of Shataukou Dis-
trict, namely:- Li Ma Tang, Ho Toi Wan, Luk
Luk, Luk Yick and portions of Hing Chi and
Nam Yick. Also, the Islands of Cheung
Chau, Peng Chau and Mui Wan, and portions
of Lantau at Tung Chung and Mui Wo.Demarcation.—The area surveyed during
season 1900-1901, namely, 9,204 acres, has also
been demarcated and 3,732 acres south of
the Kowloon Hills.During the recent season of 1900 a survey on
the 6 inch scale was made of Kowloon City
for the Land Court.I should say that, at the very outside, about
25,000 acres remain to be done.Total area surveyed and demarcated up to
date (from November, 1899, to July, 1901):-

Area surveyed on the 16 inch scale	Area surveyed on the 32 inch scale	Total area surveyed up to date	Number of fields surveyed	Area demarcated up to date
35,257.77	8,474.00	44,381.77	366,445	11,573.32

EXPENDITURE ON THE NEW TERRITORY.

Mr. Whitehead—Will the Honourable the
Colonial Treasurer lay upon the Council table a
statement showing the total expenditure
incurred in connection with the New Territory
from the date of the Lease thereof, viz. 6th
June, 1898, to 30th June, 1901; and the total
revenue collected from the said New Territory
during the same period, the principal items
under both heads to be shown separately?In reply to the question, the Acting Colonial
Treasurer laid on the table a statement show-
ing the revenue and expenditure in the New
Territory from June, 1898, to 30th June, 1901.
The total revenue was \$41,014.33, and the total
expenditure \$736,571.34.3. THE ALLEGED DISCONTENT IN THE
POLICE FORCE.Mr. Whitehead—Has the attention of the
Honourable the Captain Superintendent of
Police been directed to paragraphs and leaderettes
which appeared in the *China Mail*,
23rd, 25th and 26th instant, in the *Telegraph*,
27th, and in the *Daily Press* of 24th and 27th
idem, in respect of discontent among the
European members of the Police Force and
the Gael Staff, and will the Honourable Mem-
ber inform the Council as to the correctness or
otherwise of the allegations and statements
therein made?Mr. May in reply said No, to the first
half of the question—and for the second he
declined to take notice of outside complaints.
Only those laid before him through the proper
channels and in the proper manner (and they
were very trivial) would be taken any cognis-
ance of.Mr. Whitehead—Will the Honourable the
Director of Public Works lay upon the Council
table a statement showing:-(1) The number of buildings in the
Colony which have fallen down, from
1st January, 1895, to 16th instant.(2) The names of the owners of the said
buildings.(3) The number of deaths caused
thereby.(4) The number of Coroners' enquiries
held in connection with such deaths.(5) The number of prosecutions, if any,
instituted as the result of the said
enquiries, and(6) The causes, so far as ascertained,
which have contributed to the tum-
bling down in each case, and, if the
collapse of any or all of the buildings
in question have resulted from defective
construction, will the Honourable
Member inform the Council:-

(

The Colonial Secretary seconded, and the motion was carried.

PROBATES ORDINANCE.
The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Probates Ordinance, 1897 (No. 3 of 1897).

The Colonial Secretary seconded, and the motion was carried.

MERCHANT SHIPPING CONSOLIDATION ORDINANCE.

The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1899 (Ordinance 36 of 1899).

The Colonial Secretary seconded, and the motion was carried.

THE MANUFACTURE OF GUNPOWDER.

The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the law relating to the manufacture of gunpowder and of fireworks, and to regulate the sale and conveyance of gunpowder.

The Colonial Secretary seconded, and the motion was carried.

NATURALISATION.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance for the naturalisation of Siu Yun-fai, alias Siu Yun-hang, alias Siu Kwok-yeung, alias Siu Kung-ming, alias Siu Yin-ping.

The Colonial Secretary seconded, and the motion was carried.

The Council thereafter went into committee on the Bill, and on resuming, there being no amendments, the Bill was read a third time.

TO VALIDATE CROWN LEASES.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to validate Crown leases heretofore made of foreshore and submerged lands within the territorial waters of the Colony for reclamation and other purposes and to legalize and facilitate the making of such leases hereafter.

The objects and reasons of the Bill are as follows:—

1. A very large number of Crown leases, including the demised land portions of the foreshore and sea-bed, have from time to time, been granted in this Colony, most frequently for purposes of reclamation and with a view to meet the requirements of commerce and to facilitate the landing of the large traffic of Hongkong.

2. Owing to the extremely limited quantity of level ground with a deep water frontage provided by nature in this Colony, extensive reclamations have been absolutely necessary not only for sanitary reasons connected with overcrowding, but also to enable the trade of the port to be carried on.

3. This necessity has been universally recognised, and although in theory the granting of leases of portions of the foreshore and of the sea-bed therein adjacent may to some extent interfere with rights of fishing and navigation, and with rights or alleged rights of access to the sea, it has, nevertheless, been felt that the public and the Colony as a whole have been gainers by the reclamations rather than losers.

4. The most extensive reclamations hitherto carried out, as for instance the Praya Reclamation now nearing completion, have been undertaken under statutory authority.

5. In the vast majority of the cases in which such authority has not been obtained, the interference with rights has been so insignificant, as to occasion little or no inconvenience and to call for no complaint.

6. It is, however, desirable to obtain statutory validity for such past Crown leases as have, to any extent, interfered with public or private rights, and also to obtain statutory authority for the granting in the future of Crown leases of portions of the foreshore or bed of the sea in cases where the Governor in Council considers such leases expedient.

7. The provision in section 2 is inserted to prevent any interference *ex post facto* with a judgment of the Supreme Court regarding Antino Marine Lot No. 2, in which case the Court held that Crown lease could not operate so as to deprive certain fishermen of their prescriptive right to take coral and shells from the sea.

8. The further provision in section 3 is to make it clear that it is not intended to interfere with the rights or alleged rights, of holders of Marine Lots, with regard to sea-access in front of their respective lots.

9. When the agreement for granting a lease requires the laying out of certain sums in building, &c., within a certain time, the actual granting of the lease is usually held over till the conditions have been fulfilled. This is why it has been deemed necessary to insert the words "and all agreements for the granting of such leases." These also should be validated.

10. Mr. Pollock spoke at some length on the Bill, after some discussion between Mr. Whitehead, Dr. Ho Kai, and a second time.

The Hon. C. P. Chater, moved the second reading of a Bill entitled an Ordinance to amend the scope of the Tramways Ordinance, 1883 (No. 6 of 1883), and Tramways Ordinance Amendment Ordinance, 1885 (No. 18 of 1885). He said—I think I could not do better than place before your Excellency and the hon. members of this Council the reasons of this Bill, which are as follows: The surviving promoters under Ordinance 6 of 1883 having parted, for valuable consideration, with their rights, if any, under that Ordinance so far as Tramways 1 to 5 are concerned, and the Company being now desirous of starting a Tramway in this Colony which would conflict with lines of route of the said Tramways Nos. 1 to 5, it seems desirable in order to clear the grounds for the operations of such company, that the provisions of Ordinance 6 of 1883, so far as they relate to the said Tramways Nos. 1 to 5, should be repealed, and this Bill so enacts accordingly.

Mr. Bell-Irving seconded, and the motion was carried.

The Council thereafter went into committee on the Bill, which passed the second reading.

STAMPS AND STAMP DUTY.

The Committee on the Bill entitled an Ordinance to amend and consolidate the laws relating to stamps and stamp duty in the Colony of Hongkong, the Acting Attorney-General said the alterations made by the Standing Law Committee on the Bill were very few. The amendments, which numbered three, were agreed to.

THE CONSTRUCTION OF A TRAMWAY.

The Hon. C. P. Chater moved that the Council go into Committee on the Bill entitled an Ordinance for authorising the construction of a tramway within the Colony of Hongkong.

Mr. Bell-Irving seconded.

The Acting Colonial Treasurer moved the third reading of the Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of five hundred and fifty-nine thousand nine hundred and ninety-one dollars and seventy-eight cents, to defray the charges of the year 1900.

The Colonial Secretary seconded, and the Bill was read a third time.

This concluded the business.

MEETING OF THE FINANCE COMMITTEE.

The following recommendations of His Excellency were agreed to:—

The Governor recommends the Council to vote a sum of eleven thousand nine hundred

and sixty-seven dollars (11,967) to meet the cost of the erection of certain matchless gas to be used as Public Baths.

Matchless, including tubs, &c., \$ 5,385.00

Firewood, wages of attendants, &c., 1,390.00

Up to 31st May, 1,390.00

Subsequent expenditure up to 31st August, namely 92 days, and 376 per day, 6,992.00

Total, \$11,967.00

The Governor recommends the Council to vote a sum of six hundred dollars (\$600) in aid of the vote "repairs to Government House furniture and incidental expenses."

The Governor recommends the Council to vote a sum of twenty-one thousand dollars (\$21,000) in aid of the following votes:—

Public Works Annually Recurrent Expenditure.

1. Maintenance of Telegraphs, \$ 3,000.00

2. do. Praya Walls and Pier, 2,000.00

3. do. Waterworks, Kowloon, 5,000.00

4. do. Macadamized Roads in Victoria, 5,000.00

5. do. Concrete Roads in Victoria, 3,000.00

6. Water Account, 3,000.00

Total, \$21,000.00

The Governor recommends the Council to vote a sum of two thousand seven hundred and fifty dollars (\$2,750) in aid of the following votes in the Post Office:—

Incidental Expenses at the Agencies, \$1,500.00

Commission on Money Orders, 1,250.00

Total, \$2,750.00

The Governor recommends the Council to vote a sum of Twelve thousand Dollars (\$12,000) to meet the cost to be incurred on account of the erection of two Temporary Markets, one opposite the Sailors' Home and one adjoining the new Harbour Office, during the current year.

The Governor recommends the Council to vote a sum of Three thousand Dollars (\$3,000) to meet the cost to be incurred on account of the extension of Vanchai Market, during the current year.

The Governor recommends the Council to vote a sum of Six hundred Dollars (\$600) in aid of the vote of \$1,000 for the erection of a Home for Quarantined Dogs under the heading "Public Works Extraordinary."

The Governor recommends the Council to vote a sum of Thirty-six thousand one hundred and seventy-seven Dollars and seven Cents (\$36,177.07) in aid of the following votes:—

Public Works Extraordinary.

(1.) Yau-mai Nullah, \$ 350.00

(2.) Gaol Extension, 927.07

(3.) Tai-po Road, 35,000.00

Total, \$35,177.07

The Governor recommends the Council to vote a sum of One hundred Dollars (\$100) in aid of the vote of \$700 for "Furniture and Incidental Expenses" Registrar General's Department.

INQUIRY INTO THE COCHRANE STREET COLLAPSE.

Before Mr. Hazeland this morning the inquiry into the recent Cochrane Street disaster was held.

The first witness was a married woman named Li Moui, she said, I lived on the third floor of No. 32. It was a four storey house, different families living on each floor. On the night of the 14th of August, at 11 p.m., the house suddenly collapsed. My husband and I were in the bed-room. My mother and 2 daughters were killed. My husband was employed in the Ordinance Stores as a coolie, he also was killed.

Inspector Cuthbert, sworn, said, I have a list of those killed. I have been making enquiries. There were 43 dead bodies recovered. My list comprises 41 known. The other two were supposed to be visitors, but I have not been able to ascertain their names. There was a third man whose name cannot be found out. One was the husband of one of the women living on the third floor.

Sergeant G. Watt, sworn, said, I was on duty on the night of the 14th; at about 11 p.m. I heard a noise of something falling. I ran up the street and found that Nos. 32, 34, Cochrane Street had fallen, and also the verandahs of No. 30. I went into No. 30 and got the people out, while I was there fire broke out in No. 32. In a minute or two the Fire Brigade arrived.

Ho Heung Chee, declared, on the night of the 14th I went to my family house, No. 32 Cochrane Street, and was asleep at the time of the collapse on the second floor. In the second cubicle there was a friend of mine, his name was Ho Sui, a printer. I was asleep and was awakened by a crash and suddenly the house collapsed.

Mr. P. T. Crisp, Inspector of Buildings, sworn, said, I was called to the scene of the collapse about 9 a.m. on the following morning, the 15th, and found Nos. 32 and 34 Cochrane Street had fallen down. I inspected the ruins and found all the floor joists were in a sound condition. The brick work, added about a year ago, to the top floor seemed to be sound work and well bonded to the next houses. In my opinion the cause of the collapse was the party wall between the two buildings was faulty.

Mr. Crisp showed a rough sketch illustrating the faulty construction of the party wall. Continuing he said, I inspected the remains of the wall and found the cause was hollow. I surmise, in fact, how no doubt, the whole wall was hollow. I am of opinion this wall was built in '81. The heavy rains soaking into the roof, composed of two layers of Shanghai tiles, caused the party wall to give way owing to the increased weight. The party wall split, owing to being hollow.

Mr. Tooker attended with plans.

Dr. Bell attended with a list of bodies admitted to the mortuary and explained that Dr. Atkinson could not attend till the afternoon. Dr. Bell said, the list produced was a record of bodies received from the collapse of buildings, Cochrane Street, and 34 Cochrane Street. In some cases it was impossible to tell the sex or the age of the remains.

Mr. H. P. Tooker, Acting Assistant Director of Public Works, said, The two houses No. 32 and 34 Cochrane Street, standing on Island Lot No. 1 section 2, were built as far as we can ascertain about the year '78, we have no exact record in the office of the plans for building, to either alteration or addition, there, until the latter end of 1900 when plans were submitted under the Building Ordinance, and notices given on the prescribed form. One is dated 3rd November 1900 in respect of No. 32 Cochrane Street. Notice dated 3rd November, 1900, describes the work as follows:—wall making, additions, and rebuilding, cross wall, and rebuilding cross wall, &c. &c. Both notices were signed by Chai (Sun Chong) as owner. The addition mentioned, consisted principally of another storey. They were three storey houses originally and the additional storey would make them four storey. These plans were submitted by myself and found to be in accordance with the Building

Ordinance and were forwarded to the Medical Officer of Health and were returned by him with the note that they were in accordance with the Public Health Ordinance. The Principal Ordinance No. 15 of 1894 has a most important bearing on the case as it provides for the height of houses in relation to the width of the street. These houses complied with this ordinance. I visited the collapse on the morning of the 15th. I found No. 32 and 34 on the ground. The front wall of No. 30 had fallen out. The site of No. 32 and 34 and the street in front were covered with debris and the verandahs of No. 37, on the opposite side of the street, composed of iron, were considerably damaged and a quantity of debris was lying on them. I made a careful examination of the remaining walls and of the debris. I found the remains of the party wall between Nos. 32 and 34 was badly constructed, although the bricks with which the wall was composed were good. What I mean by badly constructed is that the bricks were badly bonded and the interior of the wall was composed of small pieces of brick. The centre of the wall was hollow and filled up with small pieces of brick. This could only be perceived by an inspection of the interior of the wall. The party walls between Nos. 30 and 32 and 34 and 36 were standing at the time of my inspection and exposed to view and it could be perceived that these walls were of the same construction as the party wall between Nos. 32 and 34. After careful examination I came to the conclusion that it would be impossible for anybody to say definitely what part of the building first collapsed, and this must remain a mystery for ever. The rain we had before the accident happened would cause considerable expansion and contraction of material and acting on the wall would considerably tend to bring about the collapse. All the timbers in the floors that I examined were good. The top floor appeared to be supported on hard wood joists. I believe from the way in which the floors were lying that the party wall between 32 and 34 was the first part of the building to collapse. The failure of this wall would cause the floors to come down, and the shocks would be quite sufficient to throw the front wall out. I take it the cause of the accident generally was bad brick work in the old wall, not only the party wall but the whole of the old brick work. The old Building Ordinance of 1836 placed no restrictions on the use of blue bricks but it required that all walls should be solidly built.

Mr. E. M. Hazeland sworn, said, I am an architect. Some time in November or December 1900, I was engaged by Mr. Chung Tsan Chung to prepare plans for an additional floor and verandah to Nos. 32 & 34 Cochrane Street. I sent one of my assistants to measure up the premises. He reported the walls sound and plumb, and that putting up an additional storey would comply with the Building Ordinance and the Health Ordinance. Plans were prepared and submitted to the Public Works Department for approval. I gave a plan to the owner. I had nothing to do with carrying out the alteration and addition to these premises. I was not engaged to superintend the work.

To Mr. Tooker:—I was formerly Assistant Engineer in the Public Works Department. My principal duty was to carry out the provisions of the Building Ordinance. If I had had the least suspicion that the walls were unsound I should not have sent the plans to the Public Works Department for approval.

Mr. Tooker, I simply want to make clear that Mr. Hazeland would have pointed out the badness of the walls if he had known of it and recommended his client to rebuild.

Mr. Tooker recalled that I wish to point out the fact that in all these cases of collapse the European was not engaged to supervise the work. The plans were prepared by them but in each case the European was not empowered to supervise the construction. I believe in this case of Cochrane Street the work had been supervised by a European architect, as soon as the roofs were pulled off the bad state of the walls would have been seen and doubtless the necessity of rebuilding them would have been pointed out. Your Worship will see that by Ord. 76 subsection 3 of 1901.

The Inspector of Buildings or the officer deputised by him has only power to inspect when he has reasonable grounds, to enter any house building or tenement to believe that within any house building or tenement there are works being completed or carried out in contravention of this ordinance.

His Worship:—This can easily be rectified by a different wording of the ordinance.

Mr. Tooker:—It is mentioned that as little damage as possible must be done.

Mr. Tooker continuing:—I would call attention to section No. 72. The Director of Public Works under this section must grant approval of plans submitted unless he has knowledge that the whole of the building is not in accordance with the ordinance. Wanting that, the plans must be approved.

Dr. J. Mc Atkinson, sworn, said:—I am Principal Civil Medical Officer. I produce a list of the bodies received at the Mortuary on the 14th and 15th August. They were twenty in number. The list shows the cause of death and the appropriate remarks.

Mr. Hazeland found that the death of the forty-three persons was due to the collapse of the buildings Nos. 32 and 34 Cochrane Street.

AT THE MAGISTRACY.

AN IMPUDENT THEFT.

Wong Qui, a coolie, was today sentenced to three months' hard labour for the theft of a pair of trousers, a chain, and other valuables, to the value of \$108, from the cabin of Edwin W. Munshi, Chief Engineer of the S.S. *Centaur*. Defendant pleaded guilty.

FAILING TO EXHIBIT LIGHTS.

Four owners of cargo boats were charged by Peter Jackson P.C. 23 with not exhibiting lights and they were each fined \$5.

DRUNK AND DISORDERLY.

James Tows was charged with the above offence by C.S. 43 and fined \$300. Mr. Nolan interpreted in Spanish.

CHARGE OF ABDUCTION.

P. C. 380 a Chinese constable, was charged with the abduction of a girl under the age of 16. Several witnesses were called, but Mr. Hazeland concluded the evidence was too conflicting and the charge not proved. The defendant was acquitted. Mr. Reece appeared for the constable.

ASSAULT.

Wat King was charged with assaulting Eda, a patient in the Government Civil Hospital. After going into the evidence fully, Mr. Kemp discharged the defendant.

KEROSENE FIRE AND ARMY.

Leau Wong was charged by P.C. 35, S.J. Birchell with not having kerosene on his junk uncovered, and having a fire on board, and having arms to wit: five without a licence. Mr. Mounsey pleaded guilty for the defendant who was fined \$10.

QUEEN VICTORIA MEMORIAL FUND.

SUBSCRIPTION LIST.

Amount already subscribed \$17,785

Imperial Maritime Customs, 1,500

Benjamin, Kelly and Potts, 500

S. J. David & Co., 250

Union Insurance Society of Canton, 250

China Traders Insurance Co., Ltd., 250

Govt. Medical Dept. per Dr. J. J. 184.20

M. Atkinson, 100

T. H. Whitehead, 100

John Thurman, 100

A. & S. Hancock, 100

W. J. Saunders, 100

H. A. Ritchie, 100

Hongkong Hotel Co., 100

Turner & Co., 100

L. B. Price & Co., 50

H. Price & Co., 50

F. T. Johnson, 50

W. H. Percival, 50

R. B. Moorhead, 25

J. C. Peter, 25

H. Cox, 50

E. Osborne, 50

Brewer & Co., 25

A. Cher & Co., 50

G. C. Anderson, 10

A. Sharp, 15

A. E. Maljre, 50

H. E. Babine, 500

Abdoolah Ebrahim & Co., 200

M. A. Esaboy, 150

Talati & Co., 150

Francie Hormusjee & Co., 100

B. F. Talati & Co., 100

Cawasjee Pallanjee & Co., 150

N. Mody & Co., 150

Siemssen & Co., 250

Melchers & Co., 250

Arnhold Karberg & Co., 250

Carlotta & Co., 250

Meyer & Co., 250

Chas. J. Gaupp & Co., 100

Reuter, Brockelmann & Co., 100

East Asiatic Trading Co., 100

Jensen & Co., 100

Wendt & Co., 50

Kruse & Co., 50

Wm. Meyerich & Co., 50

Sander Wieler & Co., 50

Ferd. Borneman, 50

China Export, Import & Bank Co., 100

Lamke & Rogge, 50

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.

C. P. CHATER & T. JACKSON, Hon. Treasurers.

OUR LONDON LETTER.

THE GOVERNMENT AND THE "DAILY MAIL."

LONDON, 28th August, 1901.

Many and great have been the errors of the present Government, as even their most ardent supporters, if any exist, are fain to confess, but the latest effort in blundering forms a climax which has provoked in the Press of all political persuasions, a unanimity which, it is to be hoped, the brilliant statesmanship could never arouse. The circumstances attending the War Office boycott of the *Daily Mail*, of which you have received an outline by cable, must be fully set forth, before it is possible to realize the importance of the principle at stake. Two months ago, to be exact on May 29, an official announcement of the battle of Vlakfontein was published, without any details except such as were furnished by the casualty lists of 174 killed and wounded. On June 5th, telegrams appeared from the correspondents of the *Morning Post* and *Daily Mail*, stating that an officer and sergeant-major, R. A., had been shot for refusing to disclose the working of their guns, when these were temporarily in the hands of the Boers. Two days later Mr. Brodrick announced in the House of Commons that the report was declared by Lord Kitchener to be "without foundation." Four days afterwards, however, the Commander-in-Chief telegraphed again, to inform the Secretary of State that he had received a statement from Lieut. Fern, I. Y., to the effect that British wounded had been shot by the Boers at Vlakfontein. This telegram Mr. Brodrick suppressed. On July 6th, the *Daily Mail* published the letters of seven soldiers, together with the full account of its special correspondent, all stating that some of our wounded were, after that battle, murdered in cold blood. That same evening in the House of Commons, Lord Stanley threatened that "if the statement, deliberately made in a letter, can be proved against the Government, it will be most appropriately punished," and this notwithstanding that for nearly a month the War Office had been in possession of the facts which Lord Stanley thus discredited. Next day, further evidence arrived. Lord Kitchener telegraphing that seven men had testified to the murders, and that their statements were on the way home by mail.

On July 15th, the *Daily News* published the summer plan of campaign, subsequently declared by Mr. Brodrick to be an official secret, and next day, the *Daily Mail* gave the same particulars.

On July 21st, Mr. Brodrick cut off the issue of casualty lists and official telegrams to the *Daily Mail*, and the correspondents of that paper, at the front, were rigorously murdered. A week later, the War Secretary further ordered the news agencies to discontinue the issue of news to the *Daily Mail* on pain of being themselves boycotted.

Questioned on the subject in Parliament, Mr. Brodrick freely imputed to the management of the *Daily Mail* the habit of obtaining information from officials in the employ of the Government by means of corrupt inducements. This allegation the *Daily Mail* emphatically denied, adding that if Mr. Brodrick will repeat his observations in some non-privileged place, the proprietor will proceed against him for libel. The penalty imposed by the Secretary of War as of course futile, and calculated to cover him with ridicule, for even if the agencies were to obey his imperious orders, all other newspapers in London will "obey."

The proper course is obviously, as the Press of the whole country is at pains to point out, to ascertain where the leakage occurs, and to punish the offenders who are amenable, in any case, to discipline. Further, if any evidence of bribery exist against the *Daily Mail*, it is the duty of the Government to prosecute that paper, under the Official Secrets Act, which provides adequate penalties for such malfeasance. As matters stand, Mr.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	DESTINATIONS	SAILING DATES
KAGA MARU* J. W. Eckstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon
RIOJUN MARU* O. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon
AWA MARU N. Trent	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INABA MARU W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight

* Through Passenger Tickets and Bills of Lading issued for the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 17th Sept. at Noon.
--	---------------------------------

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct., at Noon
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 5th Nov., at Noon

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

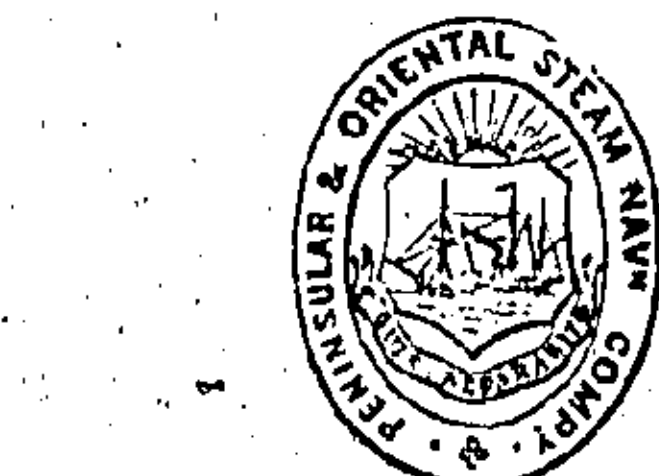
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MASSILIA," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched for BOMBAY, TO MORROW, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 29th August, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Sept. 3
Duke of York	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1
Victoria	3,592	J. Pantou	Oct. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"JUPITER" about 31st Aug.

"MOGUL" 21st Sept.

"KURDISTAN" 12th Oct.

"SATSUMA" 1st Nov.

"LENOX" 15th Nov.

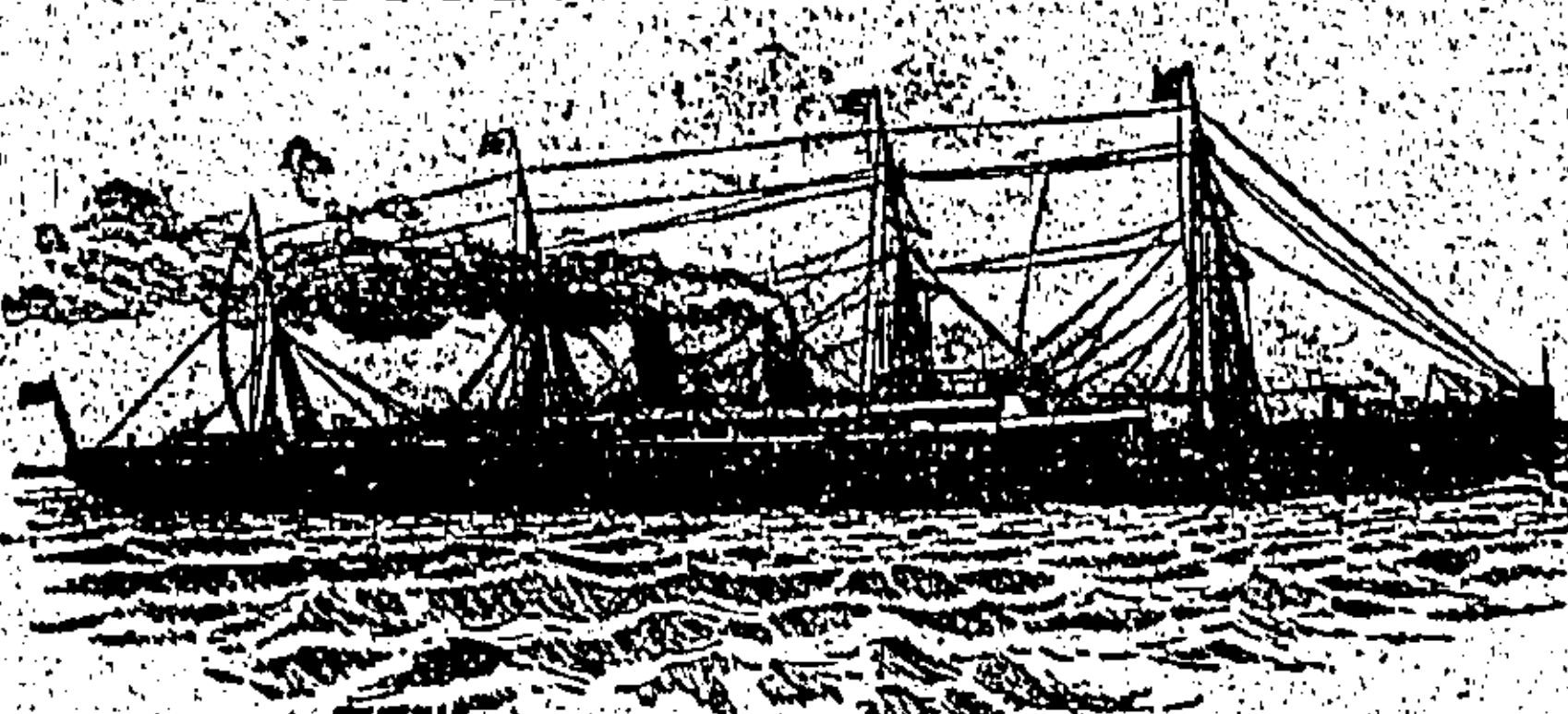
For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 26th August, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBIO"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

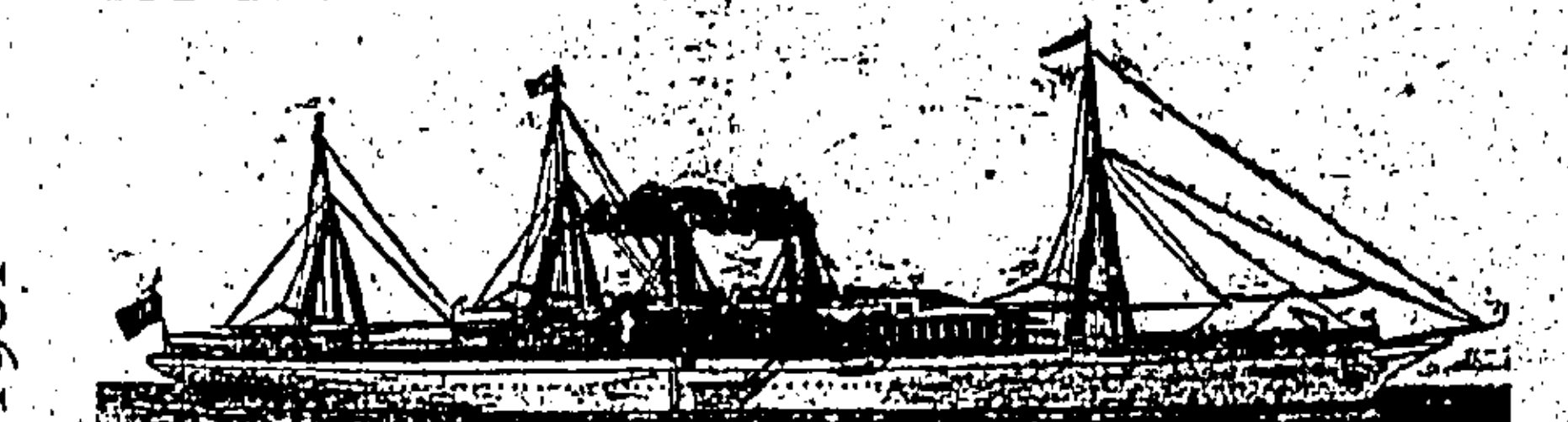
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pater's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OBTABIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SIBIRIA (Calling at SINGAPORE and COLOMBO) 4th Sept. Freight and Passengers.

ARAGONIA (Calling at SINGAPORE and COLOMBO) 7th Sept. Freight.

ANDALUSIA (Calling at SINGAPORE and COLOMBO) 21st Sept. Freight.

ARABIA (Calling at SINGAPORE and COLOMBO) 5th October. Freight.

KOENIGSBERG (Calling at SINGAPORE and COLOMBO) 19th Oct. Freight and Passengers.

CHRISTIANSEN (Calling at SINGAPORE and COLOMBO) 2nd Nov. Freight.

BAMBERG (Calling at SINGAPORE and COLOMBO) 19th Oct. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 30th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"CHANGSHA"	31st instant.
NAGASAKI and KOBE	"KANSAI"	31st instant.
CHUNKIANG and SHANGHAI	"KIUKIANG"	31st instant.
TIENTSIN	"NANCHANG"	31st instant.
TIENTSIN	"FOOCHOW"	3rd September.
NAGASAKI, KOBE and MOJI	"TIENTSIN"	3rd September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRRHUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	3rd September.
"	"DOMENEUS"	17th September.
LIVERPOOL (DIRECT)	"AJAX"	1st October.
(Taking Cargo at LONDON RATES)	"ORESTES"	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 1st September.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th August, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th August, 1901. [925c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA," Captain Tadd, will be despatched for the above Port, on or about the 10th September.

To be followed by the

S.S. "ANAPA," about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901. [1871c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"KINPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901. [321c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City, about 1st Sept. 15

Strathely, about 1st Oct. 15

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1750c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, TYRME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

Intimations.
